

## Pre-Ignition Catalytic Converter - How It Works?

Despite the price of crude oil going down in price in the world market, there is still the issue of the world economic slowdown to be concerned about. Any amount of savings is welcome in these uncertain times, and one item in particular stands out when looking for ways to cut costs - the cost of gasoline. Today, people are clamoring for better gas mileage and asking car manufacturers to improve the fuel economy of vehicles.

The truth is that people don't need to wait and rely on car manufacturers to provide technologies that can help provide fuel savings. There are many things you can do already to lower your fuel bill such as looking to bio fuels, home made bio diesel, bio diesel conversions kits. Then there are some promising alternative options such as Hydro Assist Fuel Cells (HAFC) and Pre-Ignition Catalytic Converter (PICC) technology. PICC is technology that has been in here for a long time already but is only new getting noticed.

This technology is in the early stages of development. But even at this early stage it is already showing its promise - up to five times gas mileage increase.

Already, every factory made car has a Catalytic Converter, and it is installed in the car's emission system, right there in the exhaust pipe. It is used for emission control, breaking down the large gas molecules that were left un-burnt in your engine, turning them into smaller particles that can be incinerated in the tailpipe before being released into the air.

PICC technology aims to use this system in reverse, breaking down the gas into smaller particles before sending it to the engine. The theory is that because the fuel is broken down before it reaches the engine, a more efficient burn will occur. That is, theoretically, how the PICC will work.

How can fuel savings be achieved, and how much?

With modern fuel injection technology, car manufacturers have been able to control the entry of just the right amount of fuel into the combustion engine to improve a car's fuel economy. With further tweaking and adding the PICC system, less fuel is needed to output the same amount of power from the engine, because the fuel is already primed to be burned more efficiently.

In one PICC scientific test, a 318 V-8 Chrysler engine (a known gas guzzler) was put to the test on a brand new dynamometer the same as Detroit manufacturers use. It was run at 3,000rpms under a 50% load for an hour. Pre PICC modification, the engine ate up 18 pounds of fuel. Converted this approximates to 22 mpg. The second run was conducted with the PICC on, and the same test was run under the exact same conditions. Posttest checks confirmed the engine used only 2 pounds of fuel, a 9-fold increase for a 200 m per gallon mileage.

PICC is almost ready, but even in the development and testing stages, it is beginning to create a buzz in the car community. When it is finally perfected, it would mean more savings for consumers.

## About the Author

Sinclair Sonny a leading professional internet marketer has come up with his newly improved website

[http://www.jeffotto.com/affiliates/sr.php?uid=sonnex\\_1](http://www.jeffotto.com/affiliates/sr.php?uid=sonnex_1) filled with his brilliant and outstanding strategies which help drivers to fulfill each and every goal.

Check out his [Hydro Assist Fuel Cell](#) website for more information.

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